



## **Attachment B Amendment B**

Appn. Number: 10/692202  
Appn. Filed: 2003 Oct 23  
Applicant: C. (Charles) David Rogers  
Title: System and Apparatus for Automatic and Continuous Monitoring,  
Proactive Warning and Control of One or More Independently Operated Marine  
Vessels

Examiner/GAU: Gertrude Arthur/3661

### **Summary of the Examiner's Named Patents For Applicant to Take into Serious Consideration**

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**6,469,641                      Lash , et al. October 22, 2002**

Central item in the Patent is the 'Control Unit' mounted on the deck of the boat that allows for monitoring and alarming for off-normal conditions as well as enabling the remote monitoring of vessel sensors. One main focus is security and safety of the vessel while the operator is not on board. Another is theft and the ability to stop the boat.

#### **REACTIVE OR 'AFTER THE FACT' SYSTEM**

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**6,487,983                      Jonsson , et al. December 3, 2002**

A clever handheld unit for moving about the vessel and monitoring and controlling various operational conditions (gear changing of drive, GPS is considered an 'add-on.' Also on-vessel central unit is interfaced with remote on-land alarm central (computer) located at the "boat club" then can dial-up owner.

#### **REACTIVE OR 'AFTER THE FACT' SYSTEM**

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**6,611,737                      El-Tahan , et al. August 26, 2003**

Excellent Patent discussing predictive control system for compensating ships heading that may change due to roll, pitch and yaw. These variables are caused by forcing functions on hull - waves, wind and currents. System applies a neural network in the predictive control.

Likely derived from use on space vessels and aircraft autopilots.

## **PREDICTIVE NEURAL NETWORK –**

### **RELATES TO DIRECT VESSEL CONTROL ENVIRONMENT**

#### **REACTIVE OR ‘AFTER THE FACT’ SYSTEM**

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**6,658,349                      Cline December 2, 2003**

Another Cline Patent dealing with ‘suspicious activity’ noted when there are abrupt changes in the course of a maritime ship. Specifically those changes in known zones of piracy, terrorism, etc.

#### **REACTIVE OR ‘AFTER THE FACT’ SYSTEM**

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**6,816,088                      Knoska , et al. November 9, 2004**

A conventional on-vessel monitoring that uses sensors to detect fire, smoke, etc. and transmit to a central server that uses a website to contact the owner. Also central website calls various jurisdictions appropriate for the off-normal warning. Uses GPS tracking to show location. System is monitoring only.

#### **REACTIVE OR ‘AFTER THE FACT’ SYSTEM**

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**20040111195                      Vries, Jeroen Joost de ; et al. June 10, 2004**

This Application utilizes a ‘panel mount’ system and it is focused primarily on sensed on-vessel conditions. Direct control is not exercised, but rather instructions and messages are sent back either text or voice. In addition, instructions are left in the database for the dockmaster in the event a off-normal condition requires contact with a third party.

This is the unit ‘SeaKey’ by Volvo that was reviewed by TowBoatUS and didn’t fit their needs, and was viewed as too expensive.

#### **REACTIVE OR ‘AFTER THE FACT’ SYSTEM**

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**20040217900****Martin, Kenneth L. ; et al. November 4, 2004**

**This Application relates to a complete on-vessel system that has facilities for satellite communications with a monitoring center. The GPS system is included within the 'primary terminal.' The monitoring center is interfaced with the Internet and allows the owner to track the vessel and send messages to the vessel.**

**"The vessel operator can use the present invention to open, modify, and close float plans, to report problems, weather, accidents and emergencies."**

**The Coast Guard or a private security firm can be automatically notified, or notified using the by the user or the monitoring center.**

### **REACTIVE OR 'AFTER THE FACT' SYSTEM**

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**20040243859****Mueller, Karl-Heinz ; et al. December 2, 2004**

**Note date of filing after my PPA 12/02/2002**

**Total ship system with no apparent reference to remote monitoring for threats exterior to the vessel.**

### **NO APPARENT REMOTE SYSTEM DESCRIBED**

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